

Good morning,

I would like to follow up with several concerns about the traffic study which I have posted here for reference:

https://www.walpole-ma.gov/sites/g/files/vyhlif1381/f/uploads/exhibit_12_traffic_impact_analysis_wp.pdf

After reviewing the traffic study, I believe it paints an inaccurate picture of the traffic that actually occurs in this area on a daily basis. I live close to the intersection of Water St and Washington St Ext, and I walk my two young children to and from school daily. I also walk to Route 1 often for shopping and to Stadium events, and am an avid runner on Washington St and surrounding side streets. The traffic study doesn't capture what actually happens here.

Days observed: Per the report, traffic counts were only observed on a 2 day period. 2 days doesn't accurately portray what happens here the rest of the 363 days in the year. I have to cross the busy intersection with my two children almost every single day, and there have been a number of times when we have almost gotten hit, while crossing in the crosswalk, because cars come speeding through and they don't see us. I have had to file a traffic report with the police a few times over the past years, which they probably still have on record. I have advocated for an additional stop sign, but only the crosswalk was redone. The new crosswalk helps but isn't sufficient enough to slow down traffic and protect pedestrians. Stadium event traffic greatly skews this report. There are not only football games but there are summer concerts, soccer games, and much more. Police are here doing detail during most Stadium events and they can attest to the heavy traffic that flows through this dense area. Adding 300-600 more cars from a 300 unit Development to that mix seems unreasonable.

Speed/Intersection: This is the intersection where I live: **Washington Street, Washington Street Extension, Neponset Street and Water Street**- "The Washington Street approaches are under STOP sign control". This is misleading. There should be a 4 way stop sign. The main stop sign is at the intersection of Washington St and Neponset/Water. However, cars will fly down Neponset St and Water St at top speed. There really should be a stop sign at Neponset/Washington and Washington/Water. I have tried to advocate for this via the police only to be told they can't put a stop sign there because it would hold up traffic from Route 1. This is a dangerous intersection and one stop sign doesn't help slow down cars. The report says that the posted speed limits of these streets is 25 mph. Again this is extremely misleading, as cars fly through there at top speeds well over 25 mph. The police are often in this area doing speed traps, and I'm sure they can attest to this.

Remediations: The report states that the Developer plans to promote the following with my concerns in red:

- The TC will also promote alternative transportation modes by posting local commuter rail schedules and encouraging residents to use public transportation. **If he is referring to commuters walking to the Kraft line in Foxboro, this commuter train is undergoing a trial and may not even exist by the time the Development is completed. Also, this train station isn't easily walkable from that area. In a 57 acre complex, if a commuter lives toward the back, it could take him 45 minutes to walk to that train stop, which isn't ideal on any given day, let alone, cold, ice, snow, or the extreme heat we often have in the summer. The only options to walk are via Route 1, which for me takes 20 minutes and I live much closer to the Stadium than these residents will (so for them would be longer), or through the woods, which also won't be feasible during extreme weather months. It's not a safe option in the winter as snow lingers for days and the sidewalks in this area aren't shoveled, so commuters would be walking in the streets (which I have experienced walking my kids to school).**
- The TC will also promote ridesharing via carpools for residents. The project proponent will recommend that residents interested car-pooling provide their contact information. **We do not know at this point when the State of Emergency with Covid will end, and when it will be safe for residents to car pool. By the time the Development is completed, we would hope that Covid would have a**

workable vaccine and people no longer have to wear masks or remain 6 feet apart, however, it may be a long time for people to feel safe enough to car pool, or for this virus to be under control. Ride sharing isn't a viable option to reduce traffic.

- Bicycle racks will also be located throughout the site to encourage the use of bicycles. This Development abuts the train tracks and in the winter this area has sidewalks and streets that are inadequately shoveled and plowed. This option won't reduce traffic enough to make a difference especially in winter months. Also, I'm not sure how bicycles will help unless 300 units of residents live, work or go to school close enough to locations where they can ride their bikes.
- Develop accommodations for car sharing services (e.g. Zip Car). There is only 1 entrance and exit to this Development. I'm not sure how having Zip Cars now coming through here will help, and again, when people may not want to or be able to car pool.

Summary: The reports summary indicates that: "Review of the proposed project and the access plan shows the proposed project will meet safety standards and have a minimal impact on existing traffic conditions." This an extremely dangerous and inaccurate statement. Adding a 300 unit development will increase cars by at least 300, and more likely up to 600. Adding that many cars to the traffic in this area will not by any means have a minimal impact on traffic conditions.

Thank you for taking my thoughts into consideration. I am heavily concerned with a development this dense in size for these reasons and hope the Developer has a better plan to make it safe.

Erica Burdon